

The three men—two shopmen and a boatman—who were charged with receiving the stolen property, in connection with the recent large theft of paint from the Dock Company's Stores at Haugham, were again brought before Mr Pollock in the Police Court.

Chau Chung, P. S. 68, said—I produced a book which is a folk's pay-book belonging to the Wo Kee shop, for the 14th year Kwong Sai. I find in the book the name given by the first defendant, and even months following that there is a month entry of another defendant of \$2 81.

Li Aiyun said: "I am employed at Maoyang Prison. I know the Wo Kuei Shao first and second prisoners are employed there. I know the master of the shop has not seen him lately, not for upwards of a month."

Q. Now, the Court—I have known the first prisoner for several years. The first prisoner is a clansman of mine—he has been employed in the Wo Kuei Shao a little over a year. The second defendant who belongs to the next village to mine has been employed there for about the same

third defendant before.

For the defense of the third defendant, Kwok Anna, boatwoman, she also says that the third defendant's boat on the 23rd of September. That was the day on which the first and second defendants hired the boat from the Bank wharf. They said 'work the over to Hingham to take delivery of cargo something.' The two defendants carried the goods out from the entrance of the dock and put them in the boat.

Q. And the goods in the boat were eighty cents including the carriage of cargo. I saw the cargo brought on to the dock and put into the hold. The first and second prisoners said as the boat was small the goods had better be put fore and aft. The deck boards were put on over fore and aft. The defendants but not over the middle hold. Witness minded the hold. She had never seen any cargo similar to this brought over before.

Q. And the goods were in the second Mr. Ho Yuen said that he was the

it appeared that the third defendant not involved in any way in the case. It was simply a common carrier and as he was bound to carry any goods he might have been carrying, he was arrested. The volunteered information from the Quinneys and even took him to find out person who gave the cargo to be carried. It was, he thought, quite clear that the third defendant was perfectly innocent, and that he asked for his discharge.

The first and second defendants there sufficient evidence to find them guilty under section 75 of Ordinance 7 of 1861 for receiving stolen goods knowing the same to have been feloniously stolen. It had been proved that the goods were the property of the Dock Company and that they were on this particular day feloniously taken away from the premises by one of their employees; that the goods were sold by him to the three defendants, and that the proceeds of the sale were taken to Hongkong; so that the Dock Company's ownership of the property and

The only point was as regards weight of the evidence showing false knowledge on the part of the first and second defendants. These men undoubtedly engaged a boat to carry the goods and seemed to have taken rather more than ordinary precautions for the concealment of the goods on board the boat, indicating to some extent what was passing in

and not only that, but it was proved even that they were the actual fakes of the WFO in the shop, the master of which seemed to be running away, leaving these two men to be dealt with the trouble they had got into. It might fairly be presumed that they they hired this boat for the purpose of

ing to Hingham docks, on a day on which it was not usual to transact business there, he knew perfectly well the kind of errand he was going upon. It was very serious, and clearly proved except from surrounding circumstances what was the exact state of man's mind when he was committing the crime, but it was not sufficient to

and that it was, no doubt, the
 that in this case the men must have
 they and their master were doing in
 thing, and that they were receiving
 goods from a man who was stealing.
 As regarded the third man the evi-
 was not so strong. Had it been
 he had had a large amount paid
 for going over to the dock or had
 thing taken place out of the ordi-
 course of his business, there would
 been more strength in the evidence
 him, but there was no particular po-

the evidence against him, (except that
was hired by the other two men to go
on board the ship, and to make a real
guilt of knowingly receiving stolen
goods.)

On board the other two
thought it was a fair conclusion to
to that these men perfectly well knew
they were doing it. They were doing
it for money. They were doing it
for money. They were doing it for
whose money they took for doing it.
both clean and dirty, who did not
employed by a man, and if they not
honestly they must suffer the consequ
of being found aiding in a robbery.
the other two men, and against the third
these two men, and against the third
dant also if his Worship thought the
sufficient evidence against him. These
were very difficult to prove and it w
often they got the men who were rec
to the Court to make an example
case and impose the heaviest penalty
could be imposed. His Worship.

who was punished so severely as the man himself, but if those men who made tools of life for other men could not find the stupid men to out their acts, in all probability the world would not be committed. Therefore regards the sentence that might be passed

there was nothing to urge on the ground that these men were merely employed by the man who was primarily guilty.

His Worship said he had considered the case very carefully and all the arguments Mr. Wotton had addressed to him concerning the evidence of guilty knowledge he was unable to find that there was sufficient proof against any of them that they had received these goods knowing them to be stolen. It seemed to him that the case had been rather premature in the nature of it, and ought to have waited till the goods had reached their destination and seized on board the *W. K. Schoon*. As it stood,

On the application of Mr Wotton, the Judge ordered the 86 tins of red lead white zinc to be restored to the Dock.

Littorations.

HONGKONG RIFLE ASSOCIATION.
PROGRAMME OF THE SIXTH RIFLE
MEETING
TO BE
HELD AT KOWLOON,
ON
FRIDAY, NOVEMBER 9th,
and
SATURDAY, NOVEMBER 10th, 1888.
AGGREGATE VALUE OF PRIZES.

Competitions open to all-comers.
1. ALL-COMERS.—1st Stage, distance 200 yards. 2nd Stage, distance 300 yards. No. of shots, seven at each. Entrance fee, 30 cents at each. Unlimited entries, but competitors not allowed to take more than one prize at each distance. 20 prizes, presented by the Association; aggregate value, \$122.00.
2. ANY RIFLE.—Distance, 800 yards. No. of shots, ten. Entrance fee, \$1.00. Two prizes.
3. ASSOCIATION.—FOR ANY RIFLE.—Distance, 300 yards. No. of shots, ten. Entrance fee, \$1.00. Two prizes.
4. GUNNERS' PRIZES.—Presented.—Open to pupils of Hongkong Public Schools under 16 years of age. Rifle, Rook Rifle under 40 Cal. Distance, about 150 yards. No. of Rounds, 7 and one sighting shot. Four prizes.
Competitions open to Members.
5. PRESIDENT'S PRIZES.—Distance, 300 yards. No. of shots, seven. Entrance fee, \$1.00. Three prizes.
6. QUEEN'S 1st STAGE.—Distance, 200, 500 and 600 yards. No. of shots, seven at each. Entrance fee, \$1.00. Three prizes.
7. QUEEN'S 2nd STAGE.—Distance, 500 and 600 yards. No. of shots, ten at 500 yards, fifteen at 600 yards. Two prizes.
8. QUEEN'S 3rd STAGE.—Distance, 800 and 900 yards. No. of shots, ten at each. Entrance fee, \$1.00. Two prizes.
9. LADIES.—Open to Lady Members or their nominees. Distance, 300 yards. No. of shots, seven. Entrance fee, none. Five prizes.
Aggregates open to all-comers.
10. VOLUNTARY AGGREGATE.—Restricted to efficient Volunteers, whose respective scores in the 'All-comers' make up the highest aggregate. Entrance fee, \$1.00. Three prizes.
11. CIVIL SERVICE AGGREGATE.—Restricted to members of the Civil Service, whose respective scores in the 'All-comers' make up the highest aggregate. Entrance fee, \$1.00. Three prizes.
12. POLICE AGGREGATE.—Restricted to members of the Police Force whose respective scores in the 'All-comers' make up the highest aggregate. Entrance fee, \$1.00. Four prizes.
13. ALL-COMERS AGGREGATE.—For competitors whose respective scores in the two stages in the 'All-comers' make up the highest aggregate. Entrance fee, \$1.00. Three prizes.
14. LONG RANGE AGGREGATE.—For competitors whose respective scores in the 'Any Rifle' and 'Association' make up the highest aggregate. Entrance fee, \$1.00. Two prizes.
Aggregates open to Members.
15. FAREWELL CUP.—Silver cup presented by the Civil Members of the Hongkong Rifle Association. Open to the Officers of the 58th Regt., and to be won by the highest aggregate score made in the 1st Stage Queen's. Entrance fee, none.
16. NUBBY AGGREGATE.—Restricted to competitors who have never won a First or Second prize at any previous prize meeting in Hongkong, and whose respective scores at 200 and 500 yards in the Queen's 1st Stage make up the highest aggregate. Entrance fee, \$1.00. Two prizes.
17. HANDICAP AGGREGATE.—For competitors whose respective scores (with monthly challenge cup points added) at 200 and 500 yards in the Queen's 1st Stage make up the highest aggregate. Entrance fee, \$1.00. Two prizes.
18. QUEEN'S AGGREGATE.—For competitors whose respective scores in the 'Queen's three stages' make up the highest aggregate. 1st Stage, 200, 500 and 600 yards. 2nd Stage, 500 and 600 yards. 3rd Stage, 800 and 900 yards. 1st Prize, Silver Cup presented, value \$100. 9 money prizes.
And in connection with the above, 3 Extra Money Prizes for aggregates in 1st, 2nd, and 3rd stages.
Also, A MATCH RIFLE with 300 rounds of ammunition, presented for the competitor whose scores in 'All-comers', 'President's', and 'First' and 'Second Stages' make up the highest aggregate. Winner of Cup excluded from taking this prize. Entrance fee, \$2.00.
SWISS-STAKES at Running Man and Vanishing Target. Open to all-comers during the meeting. Any Rifle.
Pools at 200, 500 yards and Sauter. Open to all comers, M.H. Rifle or Carbine.
Conditions.
1. To avoid delay, intending competitors are strongly advised to enter and obtain tickets for the various competitions before the date of the meeting. Application to be made to the Hon. Secretary, Hongkong Club.
2. Post entries will be accepted on the ground.
Sights. Paper or sliding wind-gauges on above are not allowed.
Persons wishing to join the H.R. Association should send their names, with that of proposer and second, to the Hon. Secretary not later than Thursday, noon, 8th November.
Entrance fee \$5.00. Ladies \$1.00.
The above programme subject to alteration. Programmes will be issued in the course of two or three weeks.
A SHELTON HOPPER,
Hon. Secretary,
HONGKONG CLUB.
Hongkong, October 6, 1888. 1582

BALL PROGRAMMES FOR SALE.

IN NEW SHAPES AND PATTERNS.
'CHINA MAIL' OFFICE,
2, WYNDHAM STREET.
WASHINGTON BOOKS.
(In English and Chinese.)
WASHERMAN'S BOOKS, for the use of Ladies and Gentlemen, can now be had at this Office.—Price, \$1 each.
CHINA MAIL OFFICE.

NOW PUBLISHED.

BUDDHISM: ITS HISTORICAL, THEORETICAL AND POPULAR ASPECTS,
BY
ERNEST J. HYTEL, P.D., TUBING.
THIRD EDITION.
REVISED, WITH ADDITIONS.
Price, \$1.50.
LANE, CRAWFORD & Co.
Hongkong, August 20, 1884.

Notices to Consignees.

CANADIAN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP ALBANY, FROM
SAN FRANCISCO, VANCOUVER,
YOKOHAMA AND SHANGHAI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature, and take immediate delivery of their Goods from alongside.
Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

ADAMSON, BELL & Co.,
Agents.

Hongkong, October 15, 1888. 1734

GLEN LINE OF STEAM PACKETS.

FROM LONDON, PENANG AND SINGAPORE.

THE Steamship Glenfiddie, having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN CO., Ltd., at Kowloon, whence delivery may be obtained.
Optional Cargo will be forwarded unless notice to the contrary be given before Noon To-morrow.
Cargo remaining undelivered after the 19th Instant will be subject to rent.
No Fire Insurance has been effected.
Consignees are also requested to present all Claims for damages and/or shortages not later than the 24th Instant, otherwise they will not be recognized.
Bills of Lading will be countersigned by JARDINE, MATHESON & Co.,
Agents.

Hongkong, October 12, 1888. 1724

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE S.S. Arratoon Apoor having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY'S Godowns, at West Point, whence delivery may be obtained.
Cargo remaining undelivered after the 21st Instant will be subject to rent. No Fire Insurance has been effected.
Consignees are hereby informed, that all Claims must be made immediately, as none will be entertained after the 26th Instant.
Bills of Lading will be countersigned by DAVID SASSOON, SONS & Co.,
Agents.

Hongkong, October 15, 1888. 1730

INSURANCES.

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF
His Majesty King George The First,
A. D. 1720.

THE Undersigned having been appointed Agents for the above Corporation, are prepared to grant Insurances as follows:—
Marine Department.
Policies at current rates, payable either here, in London, or at the principal Ports of India, China and Australia.
Fire Department.
Policies issued for long or short periods at current rates.
Policies issued for sums not exceeding £5,000 at reduced rates.

HOLLIDAY, WISE & Co.
Hongkong, July 25, 1872. 496

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

NORTON & Co.,
Agents.

Hongkong, July 15, 1887. 1340

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

THE Undersigned, AGENTS for the above Company, are authorized to insure against FIRE at Current Rates.

GILMAN & Co.
Hongkong, January 1, 1882. 14

Mails.

NORDEUTSCHER LOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG.

PORTS IN THE LEVANTE, BLACK SEA & BALTIC PORTS;
ALSO,
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON, LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ON SUNDAY, the 28th day of October, 1888, 10 a.m., at the Company's Steamship NECKAR, Capt. H. SURVEY, with MALES, PASSENGERS, SPECIE and CARGO will leave this port as above, calling at GENOA.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 27th October a.m. (Parcels are not to be sent on board; they must be left at the AGENT'S Office). Contents and Value of Packages are required.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess.

For further Particulars, apply to
MELCHEERS & Co.,
Agents.

Hongkong, October 1, 1888. 1637

Mails.



STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, PORT SAID, MARSEILLES, MALTA, GIBRALTAR, BRINDISI, PLYMOUTH, AND LONDON.

ALSO,
BOMBAY, MADRAS, CALCUTTA, AND AUSTRALIA.

N.B.—Cargo can be taken on through Bills of Lading for PATAVIA, PERSIAN GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK AND BOSTON.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship HYDASPES, Capt. W. E. THOMPSON, with Her Majesty's Mails, will be despatched from this for BOMBAY, on WEDNESDAY, 24th October, at Noon.

Cargo will be received on board until 4 p.m.

Parcels and Specie (Gold) at the Office will be taken on the day before sailing.

Silk and Valuables for Europe will be transhipped at Colombo; but Tea and General Cargo at Bombay, arriving one week later than by the direct route to Colombo.

For further Particulars regarding FREIGHT and PASSAGE, apply to the PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

Passengers desirous of insuring their baggage can do so on application at the Company's Office.

E. L. WOODIN,
Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, October 11, 1888. 1716

CANADIAN PACIFIC STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, CANADA, THE UNITED STATES, AND EUROPE, VIA

THE CANADIAN PACIFIC RAILWAY AND OTHER CONNECTING RAILWAY LINES & STEAMERS.

THE British Steamship ALBANY, 2,276 Tons Register, PORTER, Commander, will be despatched for VANCOUVER, H.C. and KOBÉ and YOKOHAMA, on THURSDAY, the 28th Instant, at 3 p.m.

To be followed by the S.S. BATAVIA, on the 13th November, and the S.S. PATRICK, on the 13th December.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports, and at Vancouver with San Francisco, by the regular Steamers of the PACIFIC COAST STEAMSHIP COMPANY and other Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—
To Vancouver & Victoria, Mex. \$160.00
To San Francisco, " " 175.00
To all ports in Europe, " " 230.00
To London and the United States " " 300.00
To Liverpool " " 300.00
To London " " 300.00
To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese and Japanese Customs, to be obtained on application.

Consular Invoices to accompany Cargo destined to points in the United States, should be sent to the Company's Office, addressed to Mr. D. E. BROWN, District Freight Agent, Vancouver, B.C.

Freight will be received on board until 4 p.m. on the 24th October.

All Parcels must be sent to our Office and should be marked to address in full; and the same will be received by us until 5 p.m. the day previous to sailing.

For information as to Passage or Freight, apply to
ADAMSON, BELL & Co.,
Agents.

Hongkong, October 6, 1888. 1684

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship CITY OF RIO DE JANEIRO will be despatched for San Francisco via Yokohama, on SATURDAY, the 27th October, at 3 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and inland Ports of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—
To San Francisco " " \$200.00
To San Francisco and return, " " 350.00
To Liverpool " " 325.00
To London " " 325.00
To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China and Japan to Europe.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcels Packages will be received at the office until 5 p.m., same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50, Queen's Road Central.

C. D. HARMAN,
Agent.

Hongkong, October 6, 1888. 1679

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven sections, commencing at Green Island. Vessels near the Hongkong shore are marked *h*, near the Kowloon shore *k*, and these in the body of the

Shipping or midway between each shore are marked *c*, in conjunction with the figures denoting the sections.

- Section.
1. From Green Island to the Gas Works.
2. From Gas Works to Jardine's Wharf.
3. From Jardine's Wharf to the Harbour Master's Office.
4. From Harbour Master's Office to the P. & O. Co.'s Office.
5. From P. & O. Co.'s Office to Peddar's Wharf.
6. From Peddar's Wharf to the Naval Yard.
- Section.
7. From Naval Yard to Blue Buildings.
8. From Blue Buildings to East Point.
9. From Kellott's Island to North Point.
10. Kowloon Wharves.
11. Jardine's Wharf.

Vessel's Name.	Flag.	Captain.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Steamers							
Activ	h	Hersbeck	Dan. str.	355	Oct. 10	Arnhold, Karberg & Co.	Hohow, &c.
Albany	h	Porter	Brit. str.	2669	Oct. 14	Adamson, Bell & Co.	Singapore
Apennine	h	Hohlmann	Brit. str.	1340	Oct. 14	David Sassoon, Sons & Co.	London, &c.
Ararat	h	Porter	Brit. str.	1192	Oct. 15	Gibb, Livingston & Co.	Amoy
Batavia	h	Porter	Brit. str.	1091	Oct. 15	Chinese	Amoy & Manih
City of Rio de Janeiro	h	Ward	Amer. str.	3584	Oct. 15	C. M. S. N. Co.	Swatow & Bangkok
Dafila	h	Nelson	Brit. str.	536	Oct. 15	Chinese	To-morrow
Devawongso	h	Loft	Brit. str.	1057	Oct. 15	Yuen Fat Hong	To-morrow
Falkenberg	h	Sawyer	Brit. str.	988	Oct. 15	Molchers & Co.	
Fookang	h	Nagel	Cor. str.	1400	Oct. 15	Jardine, Matheson & Co.	Hamburg
Galley of Lorne	h	Grandin	Brit. str.	1380	Oct. 16	Russell & Co.	
Ghazee	h	Scottland	Brit. str.	1761	Oct. 16	Jardine, Matheson & Co.	
Hainpang	h	Harris	Brit. str.	1122	Oct. 16	Douglas Steamship Co.	Saporo & Bombay
Lombardy	h	Preston	Brit. str.	1571	Oct. 16	P. & O. S. N. Co.	Haiphong
Maria	h	Ricko	Ger. str.	704	Oct. 16	Butterfield & Swire	Const Ports
Moranon	h	Pocock	Brit. str.	826	Oct. 16	Douglas Steamship Co.	
Phu Quoc	h	Robin	Fch. str.	234	Oct. 16	Chinese	
Pilot Fish	h	Stopani	Brit. tug.	161	Sept. 27	H. K. & W. Dock Co.	
Soochow	h	Rowin	Brit. str.	313	Oct. 16	Chinese	K'loon Dock
Victoria	h	Condon	Brit. str.	1530	Oct. 16	Takasima Colliery	
Visayas	h	Ayubita	Span. str.	409	Oct. 16	Chinese	
Wyvern	h	Brotherton	Brit. str.	1107	Oct. 16	Tung Kee & Co.	
Sailing Vessels							
Adolph	h	Westergaard	Ger. bgo.	867	Aug. 5	Order	
Canter Dove	h	Forsyth	Brit. bgo.	1,225	Oct. 7	Captain	
Dion	h	Petersen	Norw. bgo.	767	Oct. 2	Order	
Figaro	h	Heinzel	Ger. bgo.	1097	Oct. 6	Melchers & Co.	
Fookchow	h	Schmiegelow	Siam. bgo.	300	Oct. 11	Order	
Fortune	h	Soderstrom	Ger. bgo.	447	Sept. 28	Chinese	
Gov. Goodwin	h	Piray	Amer. sh.	1459	Oct. 1	Danson, Ball & Co.	
Great Admiral	h	Rosell	Amer. sh.	1430	Sept. 18	Russell & Co.	
Little E. Tapley	h	McConachy	Brit. bgo.	97	Sept. 6	Gibb, Livingston & Co.	Sandakan
Hai Chong	h	Thomsen	Brit. bgo.	325	Sept. 4	Chinese	
Honolulu	h	Leary	Brit. sh.	1599	Oct. 2	Molchers & Co.	K'loon Dock
Iton	h	Regnier	Fch. bgo.	542	Oct. 8	Melchers & Co.	
John McLeod	h	Stuart	Brit. sh.	1500	Sept. 21	Siemens & Co.	
John M. Blake	h	Faulkner	Amer. sh.	1778	Oct. 8	Order	
Leading Wind	h	Hindley	Brit. sh.	1159	Oct. 8	Russell & Co.	
Lucia	h	Wood	Brit. sh.	1440	Aug. 8	Carroll & Co.	
Mary L. Stone	h	Carver	Amer. sh.	1420	Oct. 12	Pustau & Co.	
Monrovia	h	Levit	Brit. sh.	1492	Sept. 10	Siemens & Co.	
Nampatus	h	Levit	Brit. sh.	1259	Oct. 4	Order	
P. N. Blanchard	h	Blanchard	Amer. sh.	1503	Sept. 25	Siemens & Co.	
Young Siam	h	Kock	Siam. bgo.	750	June 17	Chinese	Breaking up

Her Britannic Majesty's Ships on the China Station.

Name.	Flag.	Tons.	Guns.	H.P.	Captain.	Where at.
Alacrity	dispatch-vessel	1700	4	3180	Com. R. Blair Macdonochie	Yokohama
Andalusian	dispatch-vessel	1700	4	3180	Capt. John B. Warren	Singapore
Conchafer	dispatch-vessel	1700	4	3180	Lieut.-Com. Ed. E. Maxwell	Shanghai
Constance	dispatch-vessel	1700	4	3180	Capt. L. O. Keppel	Yokohama
Cordoba	dispatch-vessel	1700	4	3180	Captain Henry H. Boys	Yokohama
Esper	dispatch-vessel	1700	4	3180	Lieut.-Com. Reginald Y. Smith	Canton
Esperand	dispatch-vessel	1700	4	3180	Lieut.-Com. Denison	Manila
Esperand	dispatch-vessel	1700	4	3180	Captain Chas. J. Balfour	Yokohama
Esperand	dispatch-vessel	1700	4	3180	Command William H. May	Yokohama
Esperand	dispatch-vessel	1700	4	3180	Captain M. J. Dunlop	Yokohama
Esperand	dispatch-vessel	1700	4	3180	Commander W. Marrack	Bahodade
Esperand	dispatch-vessel	1700	4	3180	Lieut.-Com. W. M. Martin	Hongkong
Esperand	dispatch-vessel	1700	4	3180	Commander J. H. Martin	Yokohama
Esperand	dispatch-vessel	1700	4	3180	Commander R. W. White	Yokohama
Esperand	dispatch-vessel	1700	4	3180	Commander W. U. Moore	Shanghai
Esperand	dispatch-vessel	1700	4	3180	Lieut.-Com. W. Mait. Douglas	Nagasaki
Esperand	dispatch-vessel	1700	4	3180	Captain T. F. W. Nesham	Yokohama